**Timeline of Rail Transport in Auckland**

1. Sort the following events in order from earliest to most recent.

2. Use your maths strategies to work out how many ears between each event. Check with a partner. (place value / rounding and compensating/ tidy numbers / equal additions etc)

3. Use graph paper to present your findings. The scale must be correct. (Will 1 square = 1 year, 2 years, 5 years or 10 years? Where/How will you label the event?

4. You will be presenting a proposal to the Auckland Transport Authority on the future of rail, however you want to give them a historical picture first.

Using a digital application of your choice, use the information to make a timeline poster. There are lots of examples on the web. Simply do a search for timelines in Google Images.

NB: Make sure you maintain the correct scale between each of the years.

**19th Century**

1885 The first railway station on Queen Street opens.

1884 The horse tramway starts, from Queen Street to Ponsonby.

1873 First rain line in North Island is constructed from Auckland to Onehunga

**20th Century**

1902 An electric tramway service is switched on, giving Auckland the world's only coast-to-coast tramway system from downtown to Onehunga.

1932 Tamaki Drive is completed, enabling the eastern suburbs to be developed.

1983 The Auckland Regional Authrority seriously considers abolishing the railway system.

1930 A new 'central' railway station opens at Beach Road.

1937 Britomart Bus Station opens on the site of the original railway station.

1921 A plan is drawn up for a combined road, raid and pedestrian crossing of the harbour, costing 700,000 pounds.

1993 Auckland purchases 19 second-hand diesel railcars from Perth as an interim measure until a modern system is developed.

1956 The electric tramway service from downtown to Onehunga is stopped.

1901 The tramway rails from Queen Street to Ponsonby are lifted.

1968 An electrified rail and underground CBD (Central Business District) loop is again proposed, this time by Mayor Dove-Myer Robinson, and connecting with Newmarket, but 'Robbie's Rapid Rail' fails to gain traction.

1923 The idea of an underground rail link from the city to the Northern Line is first proposed by the Minister of Railways, Gordon Coates. Estimated cost of the 'Morningside Deviation' tunnel: 440,000.

**21st Century**

2011 Spanish manufacturer CAF wins contract to supply 57 three-car electric trains for Auckland.

2004 The Auckland Regional Transport Authority (ARTA) is formed to co-ordinate mixed- mode transport in Auckland. Within six years, it managed to deliver a 97 per cent increase in rail usage.

2007 Official announcement made that Auckland's rail network will be electrified. A tunnel under Newmarket's main street for the new rail station is deepened to allow for overhead wires.

2012 Manukau Station opens on the first new line in over 80 years. The AT HOP integrated ticketing system is introduced on trains (and ferries).

2014 Rail patronage reaches 11 million passengers.

28 April, 2014 The first electric trains begin operating on the Onehunga Line (nearly a century after electric trains were first proposed, and on the same route that horse-buses plied more than 150 years ago).

2010 The Auckland Council is formed to deliver all of Auckland's land transport needs (excluding motorways).

2003 Britomart Station opens, bringing rail back into the heart of the city for the first time in over 70 years (cost: $204 million).

2010 The ARTA was dis-established.

2013 The Wiri depot is opened in July. In September, the first train is officially opened (unveiled) in Auckland.